RTIP ID# *(required)* **2A0803**

TCWG Consideration Date: January 26, 2010

Project Description *(clearly describe project)*

This project proposes to widen the existing Antonio Parkway for an approximate 1.4-mile segment within unincorporated Orange County, California. The Project limits begin at approximately 2,000 feet south of the intersection at Covenant Hills Drive (the southern boundary of the Ladera Ranch Planned Community) and extend approximately 7,900 feet (1.4 miles) south. This would extend the improvements approximately 900 feet south of the intersection with State Route 74 (SR-74), which is known locally as Ortega Highway. The improvements would utilize the existing roadway centerline, profile, and standard super-elevation rates. The roadway would be widened from it's existing 2-lanes in each direction to 3-lanes in each direction The typical proposed roadway width would be 102 feet between curbs and a total of 120 feet of roadway right-of-way. This widening would allow for 3 lanes of traffic in each direction (13-foot, 12-foot, and 11-foot lanes) and a 14-foot-wide raised median. Additionally, 8-foot-wide bikeway/shoulders and 6-foot-wide curb-adjacent or 5-foot-wide meandering sidewalks would be provided on both sides of the street.

The widening continues south of Ortega Highway to facilitate traffic operations and provide a safe transition to the existing lane configuration on La Pata Avenue. The widening of La Pata Avenue south of Ortega Highway (and gap closure to extend the road to Calle Saluda) is also included in the 2008 RTP as project number ORA12050. The project is identified in the 2008 RTIP as follows: "Orange County - La Pata Avenue widening & gap closure (Widen from 3 to 5 lns (2,700 ft s/o Ortega Hwy to rd terminus); gap closure - add 4 lns (existing La Pata terminus To Calle Saluda); extension - add 4 lanes (existing Camino Del Rio terminus to La Pata)". The remaining widening and gap closure of La Pata Avenue will be completed as a separate project.

An aerial photograph showing the project limits is attached.

Type of Project *(use Table 1 on instruction sheet)*

Change to existing regionally significant street

County	**Narrative Location/Route & Postmiles** Antonio Parkway from 2,000 feet south of Covenant Hills Parkway to 900 feet south of Ortega Highway (SR-74)
Orange	**Caltrans Projects – EA#** ORA082406

Lead Agency: County of Orange

Contact Person	**Phone#**	**Fax#**	**Email**
Mr. Harry Persaud	714-834-2694	714-667-7560	harry.persuad@ocpw.ocgov.com

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)	**X**	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action:

NEPA Delegation – Project Type *(check appropriate box)*

Exempt	**Section 6004 – Categorical Exemption**	**X**	**Section 6005 – Non-Categorical Exemption**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2009	2009	2009	2010
End	2010	2010	2010	2015

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
Purpose: The purpose of the proposed project is to accomplish the following specific objectives:

- To provide sufficient transportation infrastructure to meet the long-term travel demand for southeastern Orange County.
- To provide improvements consistent with planning programs, including the Orange County Master Plan of Arterial Highways and the County of Orange Transportation Element.
- To provide improvements to satisfy long term transportation demand planning for the region.

Need : The project's need has been established through a number of previous studies. The roadway was originally designated on the County of Orange Transportation Element as a commuter highway with a "right-of-way reserve" designation for a major arterial highway. The "right-of-way reserve" designation is used when origin-destination needs have been identified but the ultimate capacity requirements have not been established. In 1995, the County of Orange conducted studies to establish a precise alignment and capacity requirements for Antonio Parkway. As a result of these studies, Antonio Parkway was designated as a major arterial highway, which is a 6 lane, divided roadway with 120 feet of right-of-way. This need has been confirmed through subsequent studies conducted for the Ranch Plan, a large scale Planned Community adjacent to Antonio Parkway.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
There are primarily residential uses in the project area with some commercial nursery . Prima Desheca landfill is located south of the project area along La Pata Avenue.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Opening Year AADT (2015)

	% Trucks	AADT	Truck AADT
Antonio Parkway			
North of C Street	3%	31,000	930
C Street to Cow Camp	3%	29,000	870
Cow Camp to D Street	3%	23,000	690
D Street to Ortega	3%	23,000	690
La Pata Avenue			
South of Ortega	14%	8,000	1,120

Opening Year (2015) Intersection LOS

	No Build		With Project.	
Intersection	**AM**	**PM**	**AM**	**PM**
Antonio Pkwy. @ "C" St.	B	C	A	A
Antonio Pkwy. @ Cow Camp Rd.	C	D	B	C
Antonio Pkwy. @ Ortega Hwy.	B	C	B	C

Note: The traffic study prepared for the project analyzed two scenarios for opening year (2035), with and without completion of the proposed La Pata Avenue extension. Volumes and LOS presented here are for the With Extension scenario which results in the highest volumes and lowest LOS. Further, the traffic study provided truck percentages for existing conditions and for the horizon year 2035. Truck percentages presented above are for the existing conditions and are projected to be reduced in future years.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Horizon Year AADT (2035)

	% Trucks	ADT	Truck ADT
Antonio Parkway			
North of C Street	2%	49,000	980
C Street to Cow Camp	2%	49,000	980
Cow Camp to D Street	2%	51,000	1,020
D Street to Ortega	2%	51,000	1,020
La Pata Avenue			
South of Ortega	9%	17,000	1,530

Horizon Year (2035) Intersection LOS

	No Build		With Project.	
Intersection	**AM**	**PM**	**AM**	**PM**
Antonio Pkwy. @ "C" St.	E	C	B	A
Antonio Pkwy. @ Cow Camp Rd.	E	F	C	D
Antonio Pkwy. @ Ortega Hwy.	E	E	D	D

Note: The traffic study prepared for the project analyzed two scenarios for the Horizon Year (2035), with and without the southern extension of SR-241. The values presented above are the worst-case (highest AADT or lowest LOS) for the two scenarios presented in the traffic study.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Opening Year AADT (2015)

	% Trucks	AADT	Truck AADT
Ortega Highway			
West of Antonio	7%	35,000	2,450
East of Antonio	8%	16,000	1,280

Note: The traffic study prepared for the project analyzed two scenarios for opening year (2035), with and without completion of the proposed La Pata Avenue extension. Volumes presented here are for the With Extension scenario which results in the highest volumes. Further, the traffic study provided truck percentages for existing conditions and for the horizon year 2035. Truck percentages presented above are for the existing conditions and are projected to be reduced in future years.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Buildout Year AADT (2035)

	% Trucks	ADT	Truck ADT
Ortega Highway			
West of Antonio	5%	37,000	1,850
East of Antonio	2%	19,000	380

Note: The traffic study prepared for the project analyzed two scenarios for the Horizon Year (2035), with and without the southern extension of SR-241. The values presented above are the worst-case (highest AADT) for the two scenarios presented in the traffic study.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
No considerable traffic redistribution effects are expected.

Comments/Explanation/Details *(attach additional sheets as necessary)*
The project is not a POAQC because it does not expand a roadway with a significant number or significant increase in diesel vehicles and improves LOS compared to No Build conditions.